

# Shipping

## Vanguard of tourists are here with arrival of S. S. Sherman

Of eighty cabin passengers to arrive at Honolulu this morning in the Oceanic liner Sierra, a large per cent are reported by officers as entitled to the distinction and consideration as tourists. The line from the mainland to the islands has not, according to the prediction, freely made aboard the popular trans-Pacific "ferries."

Nearly half the vessel is in her transit from San Francisco to the islands. While some passengers have arrived in more favorable winds previous to the Sierra, the rest are expected to arrive Wednesday morning.

One of the larger mails to arrive within recent weeks was received from this vessel. A portion will, however, be transhipped to the transport Sherman, as later correspondence was forwarded to the Philippines in the Oceanic vessel which sailed some days after the transport Sherman.

A body of forty young ladies are numbered among the passengers who arrived this morning. Many are drafted from the middle and western states.

Among the passengers are many whose ultimate destination is Australia. The Oceanic Steamship company made a new arrangement whereby passengers booked over the ocean route may proceed to Honolulu in the Island territory, and then proceed to Sydney on the next through steamer. The Australian passengers who arrived here today on the Sternwache received on the Ventura, which will pick them up and take them to Sydney.

With the exception of Chief Engineer Weller and Dr. Conrad Richter, a small crew has been made in the Oceanic liner. The Pacific Mail liner is responsible in the story of the arrival at San Francisco brought about by officers in the Oceanic liner Sierra.

Frank J. Quinn, who for years has resided in Honolulu, and whose great circle of friends were throughout the display of uniform courtesy was noted in testing his resignation at the hands of Vice President and General Manager H. P. Schwerin.

The head of the Pacific Mail, however, is reported to have volunteered information that the demand for his scalp was to be demanded through his testimony given to Federal officials concerning the death of General George Meade during the stay of the Mexicans at Manila. At any rate, Quinn was relieved from duty as a man of the day, and will never command a ship, he is compelled to take passage on the voyage to the Islands.

Quinn, who has been in command of the Pacific Mail since the day it began, will arrive here next week with several cargo from the vessel he sold will be in command of Captain Andrew. Quinn has been on shore here for a week or two.

Frank J. Quinn has planned on visiting the Islands, and will be here before long. He was released from the command of Captain Andrew, who has been in command of the Pacific Mail.

H. P. Schwerin, the manager, has been succeeded by Capt. James, formerly general manager.

W. E. Peacock, chief steward of the Oceanic, has been detached and placed in the position of port steward.

Former Port Director J. A. Webster has been appointed chief steward of the Makaha.

Asst. Officer Right, Fourth Officer James, and Asst. Engineer, Sykes, all the Mexicans, who were involved in the laundry, have been discharged from the service.

Passenger list follows:

### PASSENGERS ARRIVED

For O. S. S. Sierra from San Francisco. For Honolulu: John Abelson, Miss Josephine Amijo, E. H. Bauer, Mrs. Bauer, Mrs. N. Bay, E. Bishop, Fred B. Blair, Mrs. Beck, Mrs. Buckley, Mrs. New Buckley, J. A. Carow, Mrs. Agnes Carnie, Miss Carnie, D. Clegg, Mrs. Cayce and Child, Helen Clark, M. J. Conroy, Miss E. G. Cooper, Mrs. Win Danford, Miss Margaret Douglas, Mrs. A. Gardner, Mrs. C. Gilbert, G. A. Goncalves, G. F. Greenfield, Rev. W. H. Guile, Miss Jessie Halligan, Miss Pearl Hobling, S. Hopkins, Mrs. Hodges, R. E. Ireda, Fred L. Johnson, Miss Ellis Johnson, C. Jones, Mrs. Emily C. Judd, A. M. Kretschmer, Mrs. E. Kuhne, Mrs. H. L. Lacy, Leonhard, D. H. Lewis, Mrs. Lewis, John Lewis, Miss Lovell, Mrs. Lovell, Harry May, Miss Clark, F. McLean, S. Michan, Mrs. J. L. McLean, Miss Carrie McLean, E. J. Mell, Miss Eddie T. Patterson, Geo. Earle Phillips, Mrs. Phillips and Child, Mrs. A. Rice, Mrs. and Child, M. Robinson, Mrs. V. Robinson, Wm. Rosenman, A. H. Rosenberg, Mrs. F. A. Saylor and Child, Mrs. E. Scott, W. L. Seymour, Geo. Sheridan, Mrs. American, R. E. Short, Mr. Spangler, W. W. Thompson, Mrs. Thompson, J. Vivichens, Miss Evelyn Wagstaff, C. F. Waterman, Mark Well, Miss Clara VIII, Mrs. M. Wharton, Hawaiian; For Sir Knudt, from Kauai ports, Nov. 10.—A. Kame, Lee Kono, H. J. Charles Keake, Yamada, R. W. Whitehead, Mrs. Whitehead, Celia Yuen, Mrs. Bruns, Mrs. Watson, Mrs. Miller, Mrs. Miller, Mrs. Gardner, Master Peier, Miss Peters, Mrs. Peters, Hsu Pai, Mrs. Finney, Mrs. Almon, J. C. Jervis, A. Wong, Miss Witt, C. B. Ripley, Mrs. Kalem, J. J. Comba, A. J. McDonald, Judge Larmach, Mr. Andrews, N. B. Lansing, E. Weems, J. Gomes, H. Henschel, St. Clair de Lacy, E. Helme, James Balch, Mrs. D. P. Prochnik, Sister Alberta, E. E. and 12 deck.

For Mr. Minshall from Maui and Molokai ports, Nov. 10.—M. Hinman, K. Hailan, W. J. Kekuhi, W. J. Codino, W. Davis, Captain Howe, T. J. Hissey, Miss A. Lewis, Mrs. Dodot, Dr. Hayes, C. C. Clarke, F. E. Richardson, San Kong, F. Joso and 31 deck.

According to cables received at the local branch of the Merchants Exchange, the bark R. P. Rithet sailed from San Francisco for Honolulu on Sunday.

### VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange)

**MONDAY, NOVEMBER 11, 1912.**

SAN FRANCISCO—Sailed, November 10, Bark R. P. Rithet, for Honolulu. Arrived, November 11, 8:00 a. m., S. S. Nile, hence November 5.

#### AEROGRAMS.

F. S. T. SHIRMAN arrives from San Francisco Tuesday at 8 p. m. for Manila.

S. S. MONGOLIA arrives from Yokohama at 4 p. m. Tuesday and sailing for San Francisco about 10 a. m. Wednesday.

#### DISASTER.

BARKENTINE KLIKKIT, wrecked off Hilo coast while sailing away in ballast, November 4. Total loss, crew saved.

#### RAILROADS TODAY

MONDAY, NOV. 11.

Temperature—6 a. m., 72; 8 a. m., 77; 10 a. m., 78; 12 noon, 86. Minimum last night,

Wind—a. m., velocity 8, N. E.; 8 a. m., velocity 7, E.; 10 a. m., velocity 6, N. E. Movement past 24 hours, 184 miles.

Buoyometer at 8 a. m., 26.12. Relative humidity, 1 a. m., 90. Dew-point at 8 a. m., 62. Maximum humidity, 8 a. m., 93.7% Relative humidity,

#### ARRIVED

SUNDAY, NOV. 10.

Kahului—Honolulu, M. N. S. S. a. m. Maui, Molokai and Lanai ports—Kauai star, a. m. Kauai ports—W. G. Hall star, a. m. Kauai ports—Kauai star, a. m.

MONDAY, NOV. 11.

San Francisco—Sierra, O. S. S. a. m.

#### DEPARTED

SUNDAY, NOV. 10.

Kahului and Maui ports—Kauai star, a. m. Maui, Molokai and Lanai ports—Kauai star, a. m.

MONDAY, NOV. 11.

Puget Sound—A. P. Coates, Am. sch., a. m.

#### REMOVED

SUNDAY, NOV. 10.

Kahului—Honolulu, M. N. S. S. a. m.

MONDAY, NOV. 11.

Sierra, O. S. S. a. m.

#### REMOVED

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### NEW SKIPPER ON SHERMAN

#### QUARANTINED PEOPLE MAKE SERIOUS CHARGES

(Continued from Page 1)

same protection would have done for us.

The suspected case of plague was that of a seaman. The man was conscious when he was taken off the vessel. He went down the rope ladder easily. The ship's doctor, knowing how long he had been ill, that the danger period was past, that the man should have known that this case was not bubonic plague at all, was afterwards proved. The ship's doctor throughout seemed incapable.

"Before we were allowed to leave the ship we had to pay to the ship's purser \$2.50 a day apiece, in the case of the first-class passengers, for our keep while in quarantine—\$2.50 a day for five days. Second-class passengers paid \$1.50 and third-class \$1.00 a day. And yet when we reached the quarantine station every passenger no matter of what class was subjected to the same uncovery and almost unbearable fare, served us by a Japanese contractor. We who had paid \$2.50 a day were handed the same carbuncle treatment that the three-class passengers were. We do not believe the passengers—we congratulate them. But the ship's company discriminated against us unfairly and took our money unfairly.

Long March in Sun.

"After landing, we were marched in the broiling hot afternoon sun over the long bridge from the wharf to the quarantine station. No provision whatever was made to look after the aged and weak members of the unfortunate party. One frail old lady, Mrs. Walker, of Pasadena, Cal., close to eighty, probably was prostrated upon the Sherman on arrival here.

"Nearly 300 hundred recruits are aboard the vessel for the Philippines. Among the prominent military passengers are:

Colonel H. P. McCain, adjutant general; Colonel J. S. Rogers, Major A. B. Shaeffer, Twenty-fourth Infantry; Major H. D. Cronin, Twenty-fourth Infantry; Major F. E. Harris, coast artillery corps; Major P. G. Harris, Thirteenth Infantry; Major C. H. McNeil, coast artillery corps; Major Charles C. Clark, Fifteenth Infantry; Major Arthur S. Conlin, general staff; Captain O. B. Rosenbaum, Twenty-fourth Infantry; Captain G. L. Starkey, Twenty-fourth Infantry; Captain D. G. Berry, Thirtieth Infantry; Captain Edward Carpenter, coast artillery corps; Captain Campbell King, First Infantry; Captain B. Purcell, Twenty-fourth Infantry; Captain W. R. Davis, medical corps; Captain H. Ingles, Philippine scouts; Captain S. M. Lutz, Eighth Infantry; First Lieutenant William G. Bell, Second Infantry; First Lieutenant K. L. Powers, Twentieth Infantry; First Lieutenant F. D. Glassford, First Field Artillery; James A. Randall, passed assistant surgeon, U. S. A.; First Lieutenant J. Lindenstruth, Philippine scouts; First Lieutenant William Rogers, First Field Artillery; W. E. Moorman, paymaster, U. S. A.; H. A. Edgington, paymaster, U. S. A.; Second Lieutenant T. J. Camp, Second Infantry; Second Lieutenant C. D. Lang, Seventh Cavalry; Second Lieutenant R. M. Littlejohn, Eighth Cavalry; Second Lieutenant J. H. Rhemian, Jr., First Infantry; Lieutenant C. A. Pyroto, Philippine scouts, and Lieutenant C. A. Gardner, Philippine scouts.

"Nothing had been prepared for our arrival at the station. Some of the buildings had been unoccupied for two years. They were filthy with the filth and dust of ages, and all around was a debris of dead insects, while they were infested with fleas, lice, mosquitos and rats. We saw no rats, but we saw their signs and heard them."

"We must be fair—the government was taken by surprise when the passengers had to be put in quarantine but that does not excuse the later neglect. There was no enough force to make preparation even for us who were twenty-five to thirty men. We were infested with fleas, lice, mosquitos and rats. We saw no rats, but we saw their signs and heard them."

"Until last night, most of the food was unfit for human consumption. Omelets were served uncooked, while the tea was boiling from morning to night and was undrinkable. The milk was sour, the butter rancid and the bacon bad. One day when some of the less hardy passengers were in physical distress, the only way we could get fruit, which we knew was being served in the kitchen, was to take the law in our hands and go out into the kitchen and get it.

"There were thirteen first-class passengers kept there and about the same number of second- and third-class combined, and all were treated alike. We protest that we, the first-class passengers, were not entitled to the treatment we got, either by the shipping company or the government.

"We made repeated complaints to Dr. James and got no improvement. We called up the company and were told we could have gone on to Vancouver. However, a number of passengers were compelled to buy bus tickets to go to San Francisco.

"The treatment we got was bad," continued Dr. Trotter.

"One thing that we had to complain was that the Makura, could not be delayed owing to the fact that it carries the Royal mail."

"Answering the criticism launched at the Japanese contractor, Dr. Trotter states